EXECUTIVE SUMMARY

ES-1 INTRODUCTION

This Environmental Impact Report has been prepared in compliance with the California Environmental Quality Act (CEQA) to assist the California Environmental Protection Agency's Department of Toxic Substances Control (DTSC) in the consideration of a Part B permit application for the operation of a hazardous waste treatment and storage facility owned and operated by Industrial Service Oil Company, Inc., a petroleum recycling and transfer facility. DTSC has principal responsibility for approving the project at the facility and is the Lead Agency under the California Environmental Quality Act (CEQA, Pub. Resources Code §21000 et seq.) and Implementing Guidelines [California Code of Regulations (CCR), Title 14, §15000 et seq.] for preparation and approval of the DEIR.

ES-2 PROJECT OVERVIEW

ES-2.1 PROJECT LOCATION

Industrial Service Oil Company, Inc. (ISOCI) is located at 1700 S. Soto Street, Los Angeles, California, on the northeast corner of S. Soto Street and E. Washington Boulevard. This facility occupies approximately 2.7 acres of land. The facility is located in a heavy industrial area and is surrounded by industrial land uses.

ES-2.2 PROJECT DESCRIPTION

DTSC is considering the issuance of a full Hazardous Waste Facility Permit to ISOCI that would authorize the company to continue to operate, and to conduct certain upgrades, limited expansions, and modifications to the facility. This action is being conducted pursuant to California Health and Safety Code (H&SC) §25200 and CCR, Title 22, Division 4.5, Chapter 20.

ISOCI is a petroleum recycling and transfer facility. The facility receives, stores, and processes petroleum products such has used oil, oil/water mixtures and antifreeze. ISOCI uses chemicals and heat to remove water and break emulsions to produce fuel cutter stock. There is no disposal of waste on-site. Materials that are not recycled, such as solids from the treatment processes and pre-treated wastewater, are transported to an off-site permitted recycling or disposal facility. The facility also collects antifreeze for storage and transfer to other treatment facilities.

The following summarizes the proposed facility operations if the Part B permit is issued:

Additional Tank Capacity: The ISOCI facility proposes to change the tank capacity from 795,653 gallons to 1,067,760 gallons total.

Container Storage Capacity: ISOCI proposes to use the area located in the northwest portion of the site for container storage. Container Management Area No. 1 will have a maximum storage capacity of 200 55-gallon containers, or about 11,000 gallons. Issuance of the Part B permit will allow this area to be used for the transfer and storage of RCRA waste streams that can be stored for a maximum of one year.

Container Management Area No. 7 will have a maximum storage capacity of 640 each 55-gallon containers, or about 35,200 gallons. Issuance of the Part B permit will allow this storage area to be used for the transfer and storage of RCRA waste streams that can be stored for a maximum of one year. Secondary containment will be provided for this storage area.

Railcars: ISOCI proposes to operate the two existing rail spurs as a hazardous waste container storage and transfer unit. Railcar loading and unloading operations include: off-loading of oil, waste water, and antifreeze for treatment at ISOCI into tanks or tank trucks; loading of non-RCRA hazardous liquid wastes from tank trucks to railcars; loading and off-loading of containers of waste, using forklifts, for treatment, storage, and transfer at ISOCI; loading of RCRA and Non-RCRA hazardous waste from any tank in the ISOCI facility into a railcar.

Wastewater Treatment System: ISOCI proposes to treat hazardous wastewater contaminated with oil, organic compounds and metals in the wastewater treatment system. The wastewater treatment system is located in Secondary Containment Unit #4. This system will process about 84,600 gallons/day and the associated tank storage capacity is 228,040 gallons.

Sewer Discharge Line: With the addition of the wastewater treatment system, a sewer discharge line will be constructed and operated by the ISOCI facility.

Oil Treatment System: ISOCI will continue to use the existing heat and chemically enhanced used oil treatment system and plans to expand the number of tanks in the oil treatment system. Alternatively, the tanks may be heated by direct steam injection. The estimated treatment will have a capacity of 84,600 gallons per day which, combined with the existing oil treatment system, will result in a total oil treatment capacity of 228,600 gallons per day. The maximum tank storage capacity is 628,612 gallons.

Fuel Blending Unit: ISOCI proposes to blend hazardous waste (with a British Thermal Unit or BTU value greater than 5000) at the facility in the RCRA fuel blending system. The fuel-blending tank will be located in Secondary Containment Unit #3 centrally located in the ISOCI facility.

Waste Solids Treatment Unit: The waste solids treatment unit is located in the eastern portion of Container Management Area No. 1. The purpose of this treatment unit is to eliminate free liquids from the waste so that it can be shipped off for land disposal. The capacity of this unit will be 14,400 gallons per day. The tank storage capacity is 10,000 gallons.

Glycol Recovery System: The glycol recovery system (GRS) is located in Secondary Containment Unit #4. The GRS will treat antifreeze and other waste glycols from off-site sources and on-site treatment of used oil and oily wastewater. Glycol will be recovered through two distinct processes: vapor compression and glycol distillation. The capacity of the GRS will be 86,400 gallons per day. The tank storage capacity for ehttylene glycol is 28,035 gallons.

A detailed description of activities that would be authorized pursuant to ISOCI's proposed permit renewal and modification request is contained in Chapter 2.0 – Project Description.

ES-2.3 NEED FOR THE PROPOSED PROJECT

When the state's toxics program was founded in the late 1970s, all facilities which handled hazardous waste were directed to file for a temporary operating permit until the agency could do a more thorough review of each company and its operations. This temporary permit, referred to as a Part A application, was originally filed on January 9, 1986. The Department of Health Services granted Interim Status to the ISOCI facility on May 23, 1986 and on March 9, 1989.

ISOCI filed the second, more extensive Part B application, on November 7, 1988. Under the Part B permit, ISOCI would expand operations as an oil recycling facility to a Resource Conservation and Recovery Act (RCRA) hazardous waste storage and treatment facility. The permit application requests authorization for the current operation which includes used oil recycling activities, as well as authorization to expand operations including installation of wastewater treatment facilities, oil sludge processing equipment, anti-freeze recycling, RCRA regulated organic liquid storage and transfer, handling operations for bulk waste (including rail car loading facilities), solids stabilization treatment, and waste fuels blending.

ISOCI needs DTSC approval of the Part B permit to allow the facility to continue to operate, and to conduct certain upgrades, limited expansions, and modifications to the facility in order to be consistent with the current provisions of the H&SC, Division 20, Chapter 6.5, and CCR, Title 22, Division 4.5.

ES-2.4 PROJECT OBJECTIVES

The CEQA Guidelines (CCR §15124(b)) require the EIR to include a statement of objectives sought by the proposed project. The objectives of the proposed project are as follows:

- Continue the treatment and storage of hazardous wastes to allow the continued recycling of used oil and storage of used antifreeze.

- Modify manufacturing processes to increase operational efficiency.
- Increase existing tank and container storage capacities.
- Expand facility operational capabilities to include waste water treatment, glycol distillation, oil ultra-filtration, fuel blending, solids stabilization, and increased railcar loading/unloading operations.
- Accept additional waste streams at the ISOCI facility. This includes both California and RCRA regulated hazardous waste.
- Allow for the phased implementation of remedial measures consistent with maintenance of health and safety of workers and the general public.
- Discharge treated wastewater into the public sewer system.

ES-2.5 ENVIRONMENTAL RESOURCE AREAS EVALUATED

The DEIR addresses environmental resource areas that DTSC determined may be potentially impacted by activities associated with the proposed project, as identified in the Notice of Preparation (NOP) for the prepared for the proposed project (see Appendix A).

The following environmental resource areas are addressed in Chapter 3.0 – Environmental Analysis: Environmental Setting, Impacts And Mitigation Measures:

3.2	Aesthetics
3.3	Air Quality
3.4	Geology and Soils
3.5	Hazards and Hazardous Materials
3.6	Hydrology and Water Quality
3.7	Land Use and Planning
3.8	Noise
3.9	Public Services
3.10	Transportation and Traffic
3.11	Utilities and Service Systems

The following environmental areas were not addressed in the DEIR because DTSC determined that the project did not have the potential to have a significant impact on these areas: Agricultural Resources, Biological Resources, Cultural Resources, Mineral Resources, Population and Housing, and Recreation.

ES-3 SIGNIFICANT EFFECTS, PROPOSED MITIGATION MEASURES AND ALTERNATIVES THAT WOULD REDUCE OR AVOID THOSE EFFECTS

ES-3.1 SIGNIFICANT EFFECTS AND MITIGATION MEASURES

Anticipated environmental effects of the proposed project are evaluated in Chapter 3.0 for each potentially affected environmental area. Feasible mitigation measures that could minimize significant adverse impacts are identified. The Significant environmental impacts, mitigation measures and residual impacts are shown in Table ES-1.

The DEIR concluded that the proposed project would result in potentially significant adverse air quality impacts. Mitigation measures were imposed which are expected to reduce but not eliminate the potentially significant adverse air quality impacts.

The DEIR concluded that the proposed project would result in potentially significant adverse hazard impacts. Mitigation measures were imposed which are expected to reduce the hazard impacts to less than significant.

ES-3.2 EVALUATION OF PROJECT ALTERNATIVES

The CEQA Guidelines (CCR §15126.6(a)) require that a DEIR consider alternatives to the proposed project if significant impacts are found that cannot be mitigated.

The alternatives are summarized below:

Alternative 1: No Project Alternative;

Alternative 2: Facility Relocation Alternative; and

Alternative 3: Reduced Operations Alternative

A complete evaluation of these alternatives, including their ability to meet the objectives of the proposed project, and their ability to avoid or substantially reduce significant environmental impacts, is provided in Chapter 4.0 of the DEIR.

The proposed project is preferred because it will fully enable ISOCI and the Department of Toxic Substances Control to achieve the project objectives that include: (1) providing treatment options for hazardous waste near the sources of generation; (2) minimizing transportation distances for the treatment of hazardous wastes; and (3) providing adequate capacity for the safe, efficient treatment of hazardous waste within the greater Los Angeles area.

ES-4 AREAS OF CONTROVERSY/CONCERN

No areas of controversy were identified for the proposed project during the public scoping process or at any other time.

ES-5 ISSUES TO BE RESOLVED

There are no outstanding issues to be resolved with regard to the environmental analysis contained in this EIR.

TABLE ES-1

Summary of Environmental Impacts, Mitigation Measures and Residual Impacts

IMPACT	MITIGATION MEASURES	RESIDUAL IMPACTS
AESTHETICS The views of ISOCI are expected to remain the same. No scenic highways or corridors or visual resources are located in the Boyle Heights area so no significant impacts are expected.	No significant impacts on aesthetics were identified so no mitigation measures are required.	Proposed project impacts on aesthetics are less than significant.
AIR QUALITY The proposed project would generate emissions during the construction phase. The emissions during the construction phase are expected to be less than significant.	No significant impacts on air quality are expected during the construction phase so no mitigation measures are required.	Proposed project impacts on air quality during construction are less than significant.
The total ISOCI facility emissions (both on- and off-site sources) are expected to be less than significant for carbon monoxide (CO), sulfur oxides (SOx) and respirable particulate matter (PM10). Facility emissions of nitrogen oxides (NOx) and volatile organic compounds (VOCs) are expected to be significant. NOx emissions are primarily associated with truck emissions and VOC emissions are largely associated with fugitive on-site emissions. Mitigation measures are available to control VOC emissions.	Federal, state and local agencies have promulgated rules and regulations that will reduce the emissions from trucks. As the rules and fuel requirements become effective, the NOx emission factor for trucks is expected to decrease; however, NOx emissions associated with the ISOCI project will remain significant. **AQ-1:** Storage tank 600 is required to comply with SCAQMD Rule 1178 – Further Control of VOC Emissions from Storage Tanks at Petroleum Facilities. This rule requires that fixed roof tanks that store organic liquid with a vapor pressure of 0.1 psia or greater have vapor control installed that is capable of 95 percent emission reduction, or convert the fixed roof tank to an internal or external floating roof tank.	Proposed project impacts on air quality will remain significant for NOx emissions from trucks. Facility impacts on VOC emissions are expected to be mitigated to less than significant.

TABLE ES-1 (cont.)

Summary of Environmental Impacts, Mitigation Measures and Residual Impacts

IMPACT	MITIGATION MEASURES	RESIDUAL IMPACTS
AIR QUALITY (CONT.)	**AQ-2:** Additional air pollution control must be considered for the oil water separator, e.g., carbon adsorption or other equivalent control which would be about 90 percent efficient in reducing emissions of VOC.	Facility impacts on VOC emissions are expected to be mitigated to less than significant.
	AQ-3: An inspection and maintenance program would require monitoring fugitive components on a monthly basis. Components that do not leak during two successive monthly inspections will revert to a quarterly inspection interval. Implementation of an inspection and maintenance program is expected to reduce emissions from fugitive sources as sources that were found to leak would require fixing.	Facility impacts on VOC emissions are expected to be mitigated to less than significant.
Emissions during the overlap of construction and operation are expected to be less than significant for CO, SOx, and PM10. NOx and VOC emissions are expected to be significant during the overlap period.	The emissions overlap would be temporary in nature and cease following the completion of the construction activities.	Construction overlap emissions of NOx and VOC are temporarily significant.
Toxic air contaminants (TACs) emissions are expected to result in less than significant carcinogenic impacts to the Reasonable Maximum Exposed Resident (RMER), Reasonable Maximum Exposed Worker (RMEW), and the local sensitive receptors.	No significant impacts on TAC impacts are expected to the RMER, RMEW, and local sensitive receptors so no mitigation measures are required.	Proposed TAC impacts on the incremental cancer risk at the RMER, RMEW and sensitive populations would be less than significant.
TAC emissions are expected to result in less than significant for acute and chronic non-carcinogenic health impacts.	No significant impacts on TAC impacts are expected so no mitigation measures are required.	Proposed acute and chronic health impacts are less than significant.

TABLE ES-1 (cont.)

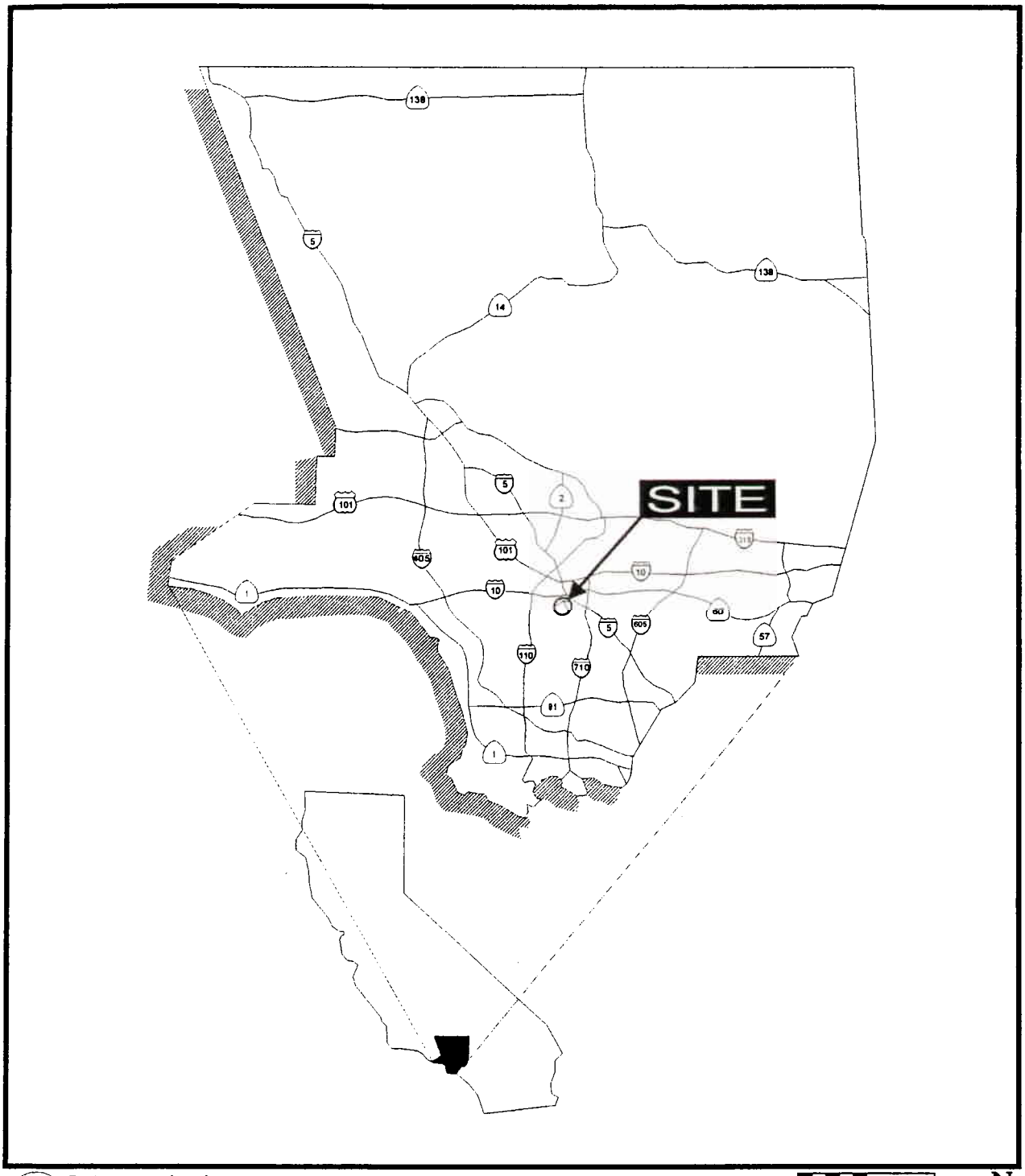
Summary of Environmental Impacts, Mitigation Measures and Residual Impacts

IMPACT	MITIGATION MEASURES	RESIDUAL IMPACTS
GEOLOGY AND SOILS Adverse project impacts on geological hazards (earthquakes or liquefaction), soils/topography, or other geological hazards are less than significant, since new structures must be designed to meet Uniform Building Code Zone 4 requirements.	No significant impacts on geology/soils were identified so no mitigation measures are required. Compliance with the Uniform Building Codes is expected to minimize geological hazards.	The proposed project impacts on geology and soils resources are less than significant.
HAZARDS AND HAZARDOUS MATERIALS The proposed project has the potential to handle additional hazardous chemicals at the site that could result significant off-site exposure. The hazards associated with transportation of hazardous materials are expected to be less than significant.	**HZ-1:** Waste streams handled at ISOCI must be limited to the maximum concentration of the chemicals identified in Table 3.5-6. This will prevent a release from traveling off-site and exposing people to concentrations above the significance threshold.	The proposed project impacts on hazards and hazardous materials are less than significant, following mitigation.
HYDROLOGY AND WATER QUALITY The proposed project is not expected to result in a substantial increase in water use, impacts to ground water quality, create additional water runoff, be located within a 100-year flood hazard, expose people or structures to a potential for flooding, result in a violation of the wastewater discharge permit.	No significant impacts on hydrology and water quality were identified so no mitigation measures are required.	The proposed project impacts on hydrology and water quality are less than significant.
LAND USE AND PLANNING The proposed project and continued operation of the ISOCI facility is not expected to result in significant land use impacts as the facility is compatible with the surrounding industrial and commercial uses in the area. The ISOCI facility is expected to be consistent with the County Hazardous Waste Management Plan	No significant impacts on land use and planning were identified so no mitigation measures are required.	The proposed project impacts on land use and planning are less than significant.

TABLE ES-1 (concluded)

Summary of Environmental Impacts, Mitigation Measures and Residual Impacts

IMPACT	MITIGATION MEASURES	RESIDUAL IMPACTS
NOISE The noise impacts during construction activities at the closest noise sensitive use would be about 50 decibels (dBA), which is below background noise levels. No significant noise impacts during construction are expected	No significant impacts on noise were identified so no mitigation measures are required.	The proposed project impacts on noise are less than significant.
The noise level increase associated with the proposed modifications at ISOCI are expected to be 1-2 dBA within the immediate area. Overall noise levels are not expected to noticeably change so that no significant increase in noise is expected.	No significant impacts on noise were identified so no mitigation measures are required.	The proposed project impacts on noise are less than significant.
PUBLIC SERVICES The project is not expected to require additional police or fire protection services so no significant impacts are expected.	No significant impacts on public services were identified so no mitigation measures are required.	The proposed project impacts on public services are less than significant.
TRANSPORTATION AND TRAFFIC The proposed project will not increase the volume to capacity ratio at any intersection by more than 0.01 or change the level of service at any intersection. Therefore, the project traffic impacts are expected to be less than significant.	No significant impacts on transportation and traffic were identified so no mitigation measures are required.	The proposed project impacts on ttransportation and traffic are less than significant.
UTILITIES AND SERVICE SYSTEMS The proposed project is not expected to result in a significant increase in wastewater generation, water demand, solid waste generation or hazardous waste generation.	No significant impacts on utilities and service systems were identified so no mitigation measures are required.	The proposed project impacts on utilities and service systems are less than significant.



Environmental Audit, Inc.

NOT TO SCALE

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REGIONAL LOCATION MAP
INDUSTRIAL SERVICE OIL COMPANY, INC.
1700 South Soto Street
Los Angeles, California

Project No. 1631

Figure ES-1

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